

1-95042      DISCUSSION ITEM:   CLARKSBURG TOWN CENTER  
                 Piedmont Land & Clarksburg Land Assoc      - Applicant  
                 Loiederman Associates, Inc                      - Engineer

Briefing on the Clarksburg Town Center application, an opportunity for the applicant to give an overview of the plan prior to DRC review (January 30th). The overview included a full description of the area including zones and land uses, park and school locations, recreational facilities and amenities, Historic sites on the property and parking areas. The applicant discussed several transportation issues such as proposed road sections and DOT requirements, proposed parking and traffic circulation (discussed in greater detail in the project plan application). Environ. issues were discussed including the NRI/FSD which is already approved, the environ. impact and enhancement plan that has been completed, the 2 SWM ponds located on the site, and the buffer revegetation proposed in the plan.

Two issues were pointed out as important to the plan, they were sewer category change pending DEP review and water quality regulations. The applicant and John Carter from the DZP Division discussed the schedule of the plans being reviewed at this time as well as suggested a review process. John suggested dividing the plan into categories including the historic areas, environ. issues, transportation issues, Park/school issues, utilities, amenities & phasing. Joe Davis from DRD suggested community building also as a category which needs to be included in the plan as well as included in further meetings.

Other issues discussed included the location of and access to the transit line, discussion concerning the library and civic center, discussion of proposed closed section roads and the need to submit an application for a waiver because the Road Code requires open-section roads in this watershed. Potomac Edison suggested there may be problems with PUE needed behind sidewalks because the Townhouse's are too close together. L. Ponsford from DRD suggested utilities be discussed early on in the process.

The applicant, together with the DRC committee and other M-NCPPC staff, highlighted the important issues surrounding this project in order for the plans to be reviewed by the Commission more efficiently and as carefully and thoroughly as possible.

The issue of timing of Plng Brd review relative to enactment of required water quality regulations was also discussed. DRD staff is concerned that this question must be resolved soon.

The applicant will arrange separate meetings with staff to discuss specific issues (ie: environ, transp, urban design, etc.) during the next two weeks.

- 8-95018 MONTROSE CROSSING (Continued)
15. TPD requires 36' along Chapman Ave, will review traffic statement to make sure plan does not exceed trip generation limits;
  16. Bell Atlantic - all on-site utilities are the responsibility of the applicant;
  17. PEPCO - coordinate with Paul Wilson concerning existing facilities and proposed service (applicant may coordinate with Bell Atlantic to run phone along with electric);
  18. Transformer at Giant may have to be relocated because of additions (coordinate with PEPCO);
  19. Tentative PB date scheduled for March 16th, may attempt an earlier date of March 2nd.

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Committee Comments:

1. DOT recommendation:
  - Applicant to submit written request for proposed typical sections;
  - Site is located in environmentally sensitive watershed, so site will need waiver for closed section streets and justify they will not significantly degrade water quality;
  - PIE's required along all modified tertiary roadways;
  - Provide typical sections for the proposed private streets and alleys for review;
  - Delineate sidewalk on both sides of the proposed public and private streets - or obtain a waiver from the appropriate reviewing agency;
  - The typical sections should identify which paths are to be publicly maintained versus privately maintained (and by whom) - public sidewalks need to be in the public right of way or within a perpetual easement dedicated to public use;
  - Redgrave Place be extended to Frederick Rd (MD Rt 355) to improve the on-site traffic circulation;
  - An elongated loop-shaped one-way couplet around the proposed Town Square with intersections only at the middle and ends of the loop;
  - A circle-shaped one-way couplet around the Hilltop District Recreation Center;

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- Public maintenance for the extension of Street C between streets B and A, the loop extension of Street F between Streets E and K, the extension of Street J between Streets T and H, the extension of Street T between Streets I and J and the extension of Street R between Streets T and H;
  - Intersections along the main streets within this subdivision should be located no closer than 200' from Clarksburg Rd, A-305 and A-260;
  - Need a pedestrian & bicycle circulation plan and a truck circulation plan submitted to DOT for review;
  - Applicant must provide truck loading spaces for the proposed office/retail buildings in accordance with the MCDOT Off-Street Loading space Policy;
  - Must delete proposed intersections of the retail building service entrance;
  - Provide 30' minimum radius curb returns at all intersections;
  - Revise plan to provide a minimum centerline radius of 300 feet for primary roadways;
2. Further discussion with DOT necessary, written comments submitted to applicant and copy in file;
  3. TPD provided applicant with revised alignments for arterial roads (Stringtown and Burnt Mill);
  4. Minimize impacts on Historic site (coordinate with DOT and HPC);
  5. TPD concerned with access points onto Stringtown Road, recommends Main Street realignment to join Burnt Mill Road;
  6. TPD suggests applicant should work out plan for connection of Main Street to MD Rt 355;
  7. Any improvements at Rt 121 and Rt 355 or any other improvements must be reviewed by SHA office, SHA reserving comments until after review of traffic impact analysis;
  8. L. Ponsford, DRD, concerned with moving main street to cross a narrower point of the wetland/stream area (an earlier suggestion by EPD) because of the effects on the overall design, layout of the site - also encouraged more public streets and suggested applicant should justify # of parking spaces prior to site plan;
  9. Wynn Witthans, DRD, concerned with amount of green space on Blocks 2 & 4;

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10. EPD recommendations:

- Eliminate in-stream SWM facility from the stream adjacent to Town Center retail;
- Eliminate grading within all regulatory buffer (except necessary stream crossings);
- Relocate development on the south (retail) side of the greenway and leave room for SWM quality control facilities on the outside edge of the buffers;
- Relocate Hilltop District Rec center and Town Square to the west so that the stream crossing disturbance for Redgrave Place is at the narrowest point of the wetlands;
- Reduce disturbance associated with the road crossings;
- Retain existing King's Pond park property to keep existing pervious surfaces around the headwaters or locate building and associated parking at the A-305 end of the site and keep existing fields in their present location to serve the school and park;
- Provide SWM quality and quantity for Hilltop District west of Redgrave Place and Blocks 27 and 28 in facilities located on the north side of the greenway outside of regulatory buffers;
- Eliminate utility line stream crossings at Redgrave Place to allow for a narrower road width, provide water service on either side of the greenway via existing lines;
- Reconfigure surface parking for the proposed retail areas, leaving room for several large tree planting islands and maximize shade tree planting for all roads and parking areas;
- Delete excess parking spaces to make room for upland quality controls and trees, and to reduce imperviousness;
- Revise the preliminary forest conservation plan and reforest all stream buffers in Little Creek watershed as a 1st priority area, including the tributary behind the retail;
- No on-line SWM facilities;
- No SWM facilities within the greenway dedicated to the Parks;
- No SWM quantity facilities within the private stream buffers;

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- No SWM quality control facilities within private stream buffers unless demonstrated to EPD there are no alternatives (coordinate with DEP and EPD);
  - No grading within the stream buffers unless it can be demonstrated to EPD there are no alternatives;
  - No sediment control measures for upland development areas within stream buffers;
  - Minimize all wetland disturbance;
  - No wetland removal for construction of SWM facilities, make existing wetlands the last part of a series of off-line BMPs for final polishing of SW runoff;
  - Maximize forest retention and planting within the regulatory buffers in the Little Seneca Creek watershed;
  - Avoid clearing forest for stream crossings or minimize by using bridges or much more biosensitive design than proposed;
  - Minimize SWM in buffers;
  - SWM recommendations suggested - coordinate with DEP and EPD;
11. DEP Recommendations:
- If relocation of SWM facilities out of stream buffer, will need to submit new SWM concept;
  - Provide conceptual sediment control plan that provides for the total site without encroaching on the stream valley buffers;
  - Provide a proposed compliance program per the Special Protection Areas bill 26-94;
  - Provide Draft maintenance agreements and easements per SPA law;
  - Provide a copy of the wetlands water quality certification or a report on the status of the review, and a copy of any revisions requested;
  - Submit floodplain study showing both existing and proposed roadway crossings and in-stream SWM facilities, plan must show existing land use versus proposed land use - may require showing Allnutt property also;
  - Locate all SWM facilities outside of the stream valley buffers wherever possible, must not impact any natural wetlands without approval from all permitting agencies;

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- Submit drawing/design of all proposed SW Best Management Practice's (BMP's), maximum use of multiple infiltration structures and/or sandfilters for all water quality requirements;
  - Submit concept that seeks to minimize impact to the entire watershed such as providing separate infiltration structures for the roof top water from the commercial and multifamily housing areas;
  - Use multiple redundant SW structures to minimize the impact of urbanization;
  - SWM provisions for 1/2 of Stringtown Rd, the school site and/or any changes to historic center;
  - Provide adequate safe maintenance access and sufficient area to construct each BMP;
  - Safe structural conveyance of all runoff via channels/swales or storm drain systems, located outside the stream buffers on common ground, to the water quality & quantity structures;
  - Submit performance goals of each proposed BMP measure;
  - Compensation for quantity control is strongly discouraged in the special protection area;
  - Use of closed section roadways will require a waiver from DOT with evaluation and input from DEP;
  - Show how base flow into the streams will be maintained by maximizing ground water recharge;
  - Show how effects of the 3 major roadway embankments (Pond #1, Pond #2, and Main Street) can be minimized in relation to the movement of surface and subsurface water;
12. A revised SWM plan that maximizes the use of smaller multiple structures and infiltration needs to be developed;
  13. Rick Titus, Consumer Affairs submitted comments to applicant and a copy for the file;
  14. A. Soukup, DEP - plan is consistent with recommendations included in 1994 Clarksburg Master Plan, this site recommended W-4 and S-4 (W/SCCR 94G-CKB-01) with a conditional approval for W-3 and S-3 requiring PB approval of the Prelim Plan;
  15. Show the gravity outfall sewer between Frederick Rd (Rt 355) and Gateway Center drive;
  16. WSSC may require 1 or more capital projects designed to relieve transmission constraints;

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17. Bell Atlantic concerned with stream crossing, may need a conduit;
18. Need more PUE in front of townhouses and some of the commercial sites;
19. All on-site utilities are the applicant's responsibility - further coordination necessary;
20. Will be feeding the site with fiber optics, will need 3 PUE areas for environmental manholes;
21. Potomac Edison - applicant should submit expected energy requirements (gas and/or electric);
22. PUE needs to be shown for all single family and multifamily parcels;
23. May need to relocate overhead power line on Stringtown Rd (at applicant's expense);
24. Tree locations may interfere with effective streetlighting;
25. Potomac Edison strongly suggests working with them early in the design;
26. Parks Dept concerned with road crossing, would like road down in the park and give it curves to make it a more park-like setting, also suggests reconfiguring path;
27. Parks also expressed concerns with problems the community may have getting to the Park located on the other side of A305;
28. Parks Dept and the MC Public Schools both expressed concerns over the safety issue of having the pond next to the school site;
29. MCPS also concerned with the location of the high tension wires near the proposed school site;
30. Gwen Marcus HPC:
  - ROW for Stringtown Rd needs to be moved out of the historic district boundaries;
  - Extension of Redgrave Pl requires relocating a historic house and the house must be relocated within the historic district and must face Frederick Rd;
  - Make the cross-section of Redgrave Pl that goes through the historic district as narrow as possible;
  - Suggested creating a commemorative park within the town Center for the Clark family and reuse the stones from the Clark Family cemetery;
  - Allow sewer connections to the existing historic buildings as well as the new structures from development adjacent to historic site.